

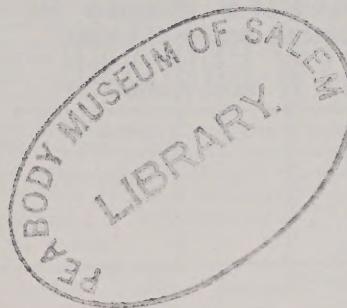
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messing about in **BOATS**

Volume 5 ~ Number 4

July 1, 1987





messing about in BOATS

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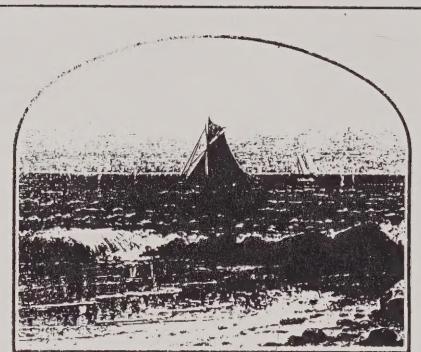
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Commentary



CARTER'S COAST OF NEW ENGLAND

Being an account of a cruise from Provincetown to Bar Harbor in the summer of 1858, newly abridged and illustrated for readers of a later generation

Our ongoing serial, "Adventures Down the Bay" concludes in this issue. It's been almost two years running, one chapter an issue, 40 chapters in all. The response (what I get to hear) has been very positive, many readers familiar with Narragansett Bay boating have expressed their pleasure. Others commented on how it brought back memories for them. One reader, Rollie Evans, is naming his new 40 foot aluminum steamboat the TRYALL, a steam powered lighter the boys encountered in their travels. Probably the most enthused reader was Bob Harris of New Jersey, who undertook to draw up a map of all the wanderings of the TRITON, complete with notations as to appropriate chapters. This map is included with this final installment for those who like to see where all those interesting spots are located.

The only response I received that could be at all considered negative was one reader's inquiry about, "when are they going to get someplace?" I found this fascinating for it represents today's goal oriented society. Getting somewhere. Getting something done. Achievement. The charm of the story to me was that it was written in a time when the doing was more important than the getting done, at least for two youths on summer adventures on the water. The trip was the objective, not the port at its end.

They just meandered about visiting wherever their fancy took them, savoring the experiences. And in a very basic small sailing skiff.

The other aspect of this story I liked was how it illustrated that nothing has changed basically. Today I listen to sea kayaking friends talk about the same sort of cruises. Their boats are different, but their purpose is the same, going someplace simply in their boats to look around, to experience. The apparent interest in "beach cruisers" represents a similar attitude, people want to take a simple small sailboat cruising in protected areas offering interesting experiences. The fascination today with islands as places to visit was just as strong in 1901 when "Adventures Down the Bay" was written.

Many readers have joined us since the series began and some have ordered all back issues to catch up on it. But, it now seems to me that a reprint of the book in paperback will be worthwhile. It's in the public domain, way beyond any copyright protection, and we know of a firm that'll do the job for a very reasonable price in small quantities. I'll be working up the costs involved to make this practicable, and I'd guess we can offer the 5x8, 380 page book for maybe around \$7.50 or so.

So now what? Continue on with a new serialization? I feel like it and sense that the idea has been well received. A while ago it was suggested to me that we do "Carter's Coast of New England", an 1858 chronicle of a man's cruise in a small sailboat from Provincetown to Bar Harbor, stopping all along the way in the harbors of the times. A new edition of the original was published in 1977 by the New Hampshire Publishing Company, a copy of which I have obtained. It too is now out of print and no new press runs are contemplated. The publishers have given me permission to serialize it, and so, starting in the next issue, we'll be off on a 29 chapter expedition taken 130 years ago along our coast in a 33' sloop, the narrator eating lobsters along the way at 3 cents a piece!

Twenty-nine issues, let's see, that'll take us to September, 1988. I thought the 40 chapters of "Adventures Down the Bay" would go on forever, but look, here we are at the end so soon!

Our Next Issue...

Will be devoted mostly to coverage of two small boat gatherings. The traditional small craft people got together at Mystic Seaport's Small Craft Weekend on June 6-7 and canoeists gathered in Bridgewater, Me at the L.L. Bean Canoe Symposium on June 13-14. Lots of interesting boats and people.

On the Cover...

David Amenta enjoys communing with a seal while out paddling his DK-13 homebuilt sea kayak in Santa Barbara, CA, harbor. At last, the report on this and another inexpensive home built kayak in this issue.

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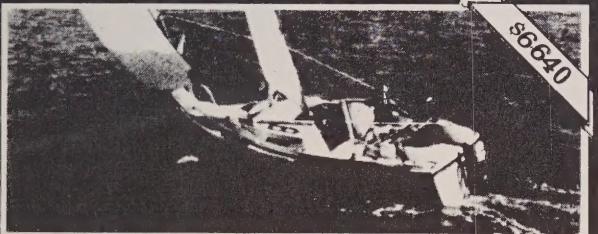
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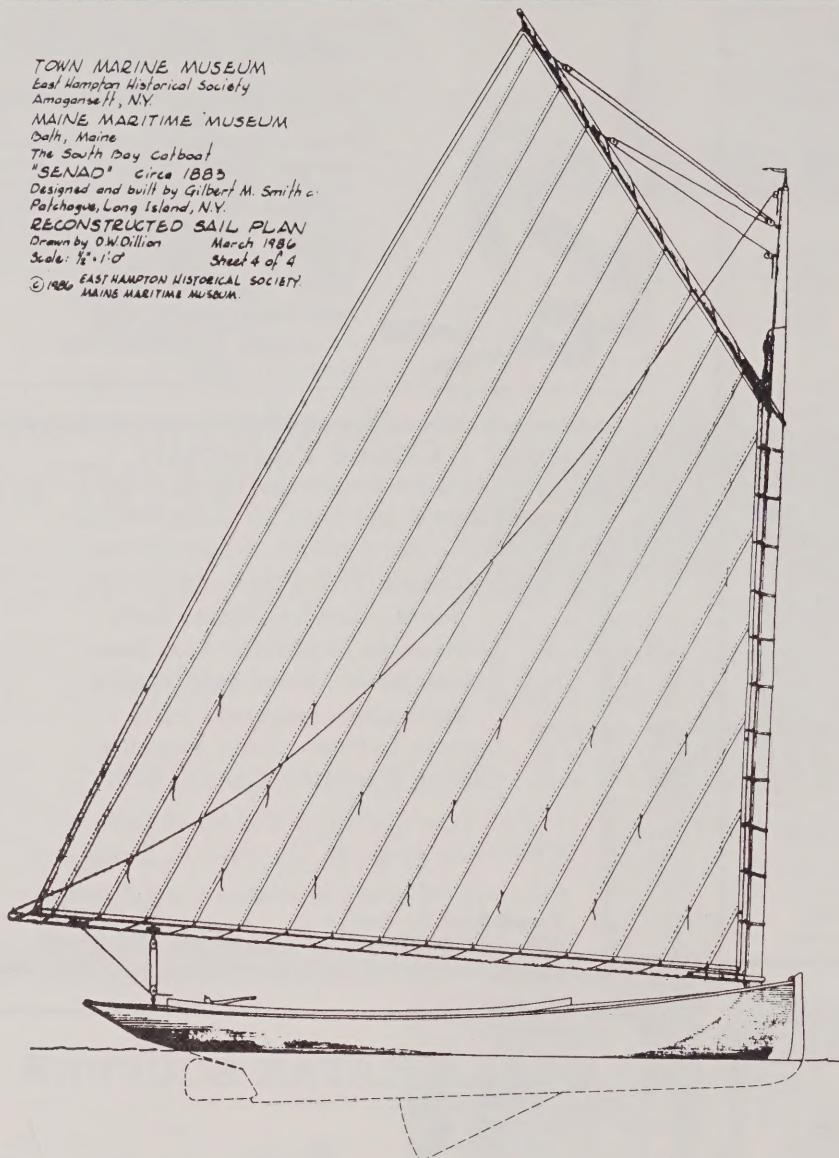
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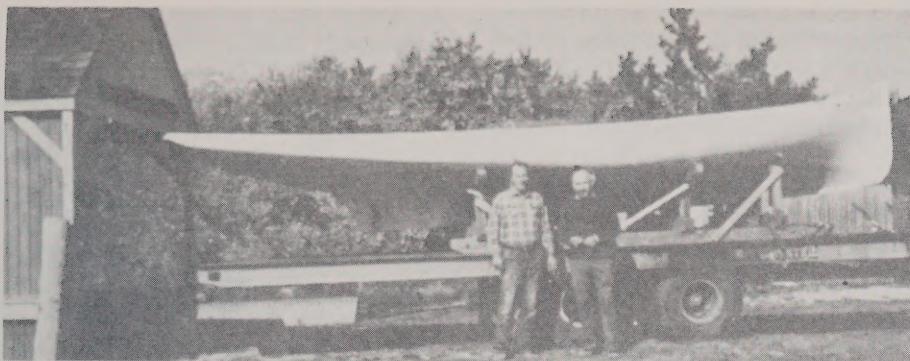
During the early years of the development of the Suffolk Marine Museum, the museum became aware of the existence of a plumb stem Gil Smith catboat. It was reported to the museum by many people that she periodically appeared in the Gardiner's Bay area of the South Fork of Long Island, New York. After many years of not hearing of her, Mr. Ralph E. Carpentier, Director of the East Hampton Historical Society's Town Marine Museum, once again heard of her existence. Upon investigation she was located in an East Hampton boatyard. Her severely altered hull was found to be a forerunner of the Gil Smith class A catboat. At this time, Mr. Carpentier and the director of the Suffolk

Marine Museum, Mr. Roger B. Dunkerley, discussed at length the history and possible acquisition of SENAD. Mr. Carpentier was successful in securing her donation to his museum by Mr. John Spear of East Hampton. Mr. Carpentier; Mr. Dunkerley; and Mr. A.E. Terry, Jr., a student of Gil Smith's career associated with the Suffolk Marine Museum as a volunteer, worked closely researching the history of the vessel. Mr. Carpentier relying on the vast collection of Gilbert M. "Gil" Smith historical data at the Suffolk Marine Museum and also firsthand inspection of the five Gil Smith boats in the Suffolk Marine Museum's collection.

SENAD may be the oldest Gil Smith boat still in

existence. Based upon our examination, we believe SENAD was built quite early in Mr. Smith's career, he having begun to build catboats of this size on the west bank of the Patchogue River in 1876, moving to the east bank in 1881. SENAD appears to be of the style produced before the 1881 move.

Examination was made of Mr. Smith's records, which are held by the Suffolk Marine Museum, he having operated his boatyard at Patchogue, Long Island, New York from 1876 until 1940. Entries in early ledger books refer to Mr. Danes who was reputed to be the first owner of SENAD, a claim somewhat substantiated by the fact that SENAD is Danes spelled in reverse. Mr.



Ralph E. Carpentier, Director of the Town Marine Museum, and the Director of The Boat Shop, Redjab Jordania (on the left) at Amagansett readying *SENAD* for her trip to The Boat Shop.

Smith's financial records contain an entry dated February 5, 1885 billing Mr. Thomas Danes for "Material and 10 hours work—\$1.26" and "boat hauled by Jones' horse—50¢" but there is no exact record of the vessel by name. This fact also adds weight to the argument that *SENAD* may have been built on the west bank prior to 1881. The earliest ledger book known to exist began in 1881 at the time of the move to the east bank. Prior to that Mr. Smith operated his yard in partnership with Elisha Saxton. The partnership based on the principle that Mr. Saxton owned the land and the marine railway but did not actually participate in the construction or maintenance of the vessels. No written record of this partnership exists to our knowledge.

Thanks to the efforts of Blue Point historian Gene Horton and Suffolk Marine Museum member, John R. Danes of Sayville, we have been provided with the following information concerning Thomas Danes. The great-uncle of John R. Danes, Thomas Danes (1834-1910), was a fisherman in 1860, oysterman in 1870 and an oyster shipper in 1880 in Brookhaven. In 1876, when Gil Smith started building boats on the west side of the Patchogue River, Thomas Danes would have been 41 years old, a fisherman, oysterman, about to be an oyster shipper and move from Patchogue/Blue Point to

Brookhaven, and probably in a financial condition to commission such a vessel as *SENAD*. We may never have the final proof but all available evidence points to Thomas Danes as the original owner sometime in the late 1870s.

SENAD, measuring 25 foot LOA, 8½ foot beam, with hollow garboards, long waterline length, aft overhang only and a deep transom ending a vee section run—is quite different from his later designs with their greater length to beam ratios, long balanced overhangs and flat runs.

For many years *SENAD* was used as a commercial fishing boat out of the North Fork of Long Island after which she was converted to a "tug boat launch" complete with engine and pilot house.

Since the Town Marine Museum acquired the vessel in 1980 an extensive restoration program has brought her to near completion. During her restoration the East Hampton Historical Society's Town Marine Museum proposed to

commission a set of line drawings of her hull and rig. To that end a cooperative agreement was entered into with Mr. John Carter the director of the Maine Maritime Museum and Mr. David W. Dillon, naval architect, to produce a set of *SENAD*'s lines and sailplan through the terms of a grant from the National Trust for Historical Maritime Preservation. Funds were also made available through this grant to continue with *SENAD*'s restoration. The East Hampton Historical Society also secured local private funding to assist with the project. *SENAD* is presently under the care of Redjab Jordania, director of the Town Marine Museum's Boat Shop on Three Mile Harbor (Gann Road, East Hampton).

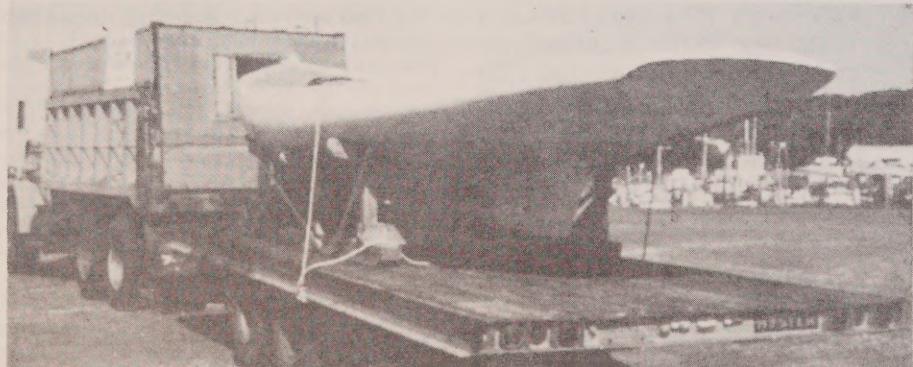
When completed the drawings by Mr. Dillon will be available for purchase through the participating museums.

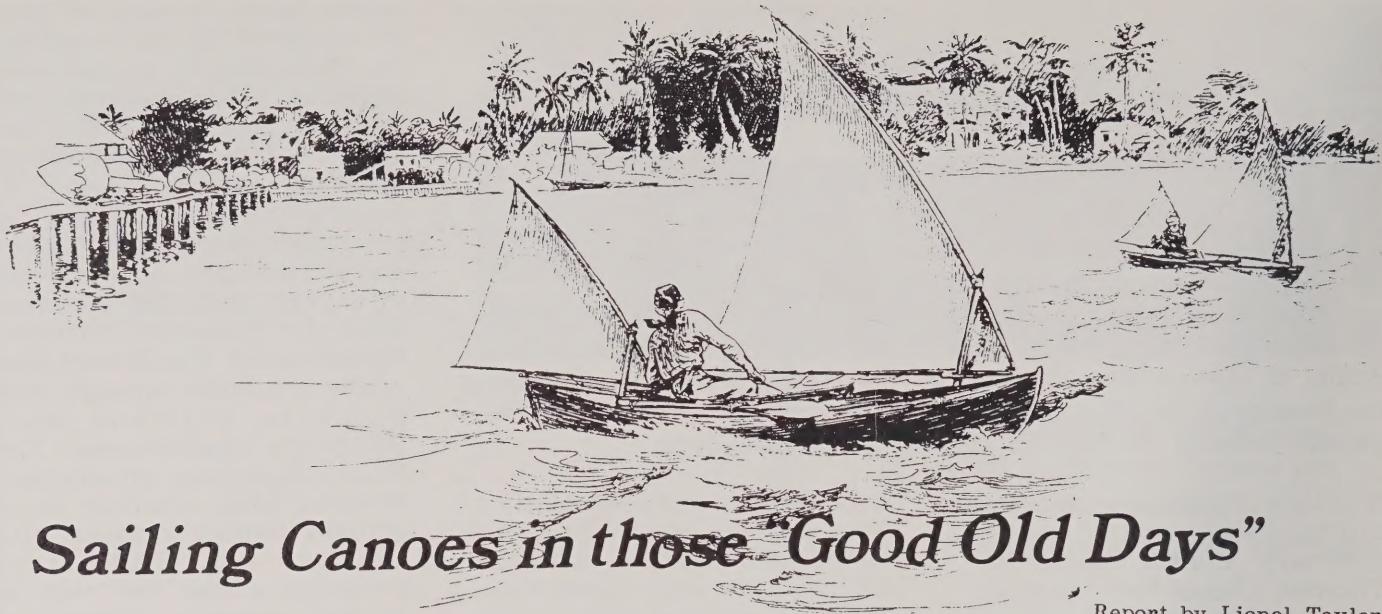
When finished *SENAD* will be on permanent exhibition at the Town Marine Museum in Amagansett; hopefully by July 4, 1987.

The Suffolk Marine Museum is pleased to have participated in this cooperative effort. The end result is the saving of one of Long Island's most important small craft and rendering it useful for educational purposes to future generations.

—A.E. Terry, Jr.
Roger B. Dunkerley
Ralph E. Carpentier
Photos: Al Terry

SENAD displaying her graceful lines arriving at The Boat Shop.





Sailing Canoes in those "Good Old Days"

Report by Lionel Taylor

When someone mentions "Canoeing" it sometimes arouses a stereotyped image of hunters or fishermen paddling a Canadian canoe on a lake in the deep north woods, or perhaps an American aborigine in his famous birch bark canoe on his way to a scalp lifting in our nation's early days. Seldom do most associate sailing with canoeing. In an earlier time this was not so true.

Sailing canoes to cruise or race were very popular in the U.S. and Great Britain in the last half of the 19th century with canoe and boat clubs existing in almost every city of any size in the northeast, as far west as the Great Lakes.

The earliest canoeists, our American Indians, did make their boats out of available materials, hollowed logs, skin or bark covered frameworks. Sails made from skins and reeds also were developed, followed by crude square and lugsails using "Hudson Bay Blankets", ponchos or pieces of canvas. These sails were auxiliary to the main source of propulsion, paddling. The early canoeist attempted to spread sail only when the wind was behind him.

By the early 1870's, though, the sail had become the primary means of propulsion for the now recreational canoe. The paddle served to steer, help in tacking through the wind, and only for propulsion when the wind was uncooperative. Short voyages were undertaken in these canoes, which had moderate sail area and useful storage space onboard. This trend had begun in 1859 in Great Britain with the "Rob Roy", designed and used by John MacGregor, British traveler, missionary, sportsman, author and lecturer. He built his 70 pound, all wooden, cruising canoe after returning from a trip to North America where he crossed the conti-

nent, trying enroute both the Indian canoes and the kayaks of the Pacific northwest.

Subsequently his book, "A Thousand Miles in the Rob Roy Canoe on Twenty Rivers and Lakes in Europe" focussed boating attention on the cruising canoe. The book was published in 1866 and that same year the Royal Canoe Club was founded in London to promote the sport. Five years later, a similar club was organized in New York, the first in the U.S.

A typical cruising canoe for use on rivers and alongshore was the "Lily". She was 14'10"x27" and could be paddled or sailed. A short mast stepped through a foredeck carried a 35 square foot lugsail with one row of reef points. The canoeist sat inboard in a cockpit steering with lines run to a rudder head yoke. Under sail, long tacks were preferred because coming about had to often be assisted with the paddle. Another option of that era was a two masted rig with two standing lugsails.

Inevitably interest focussed on racing and during the 1880's this sport peaked in Great Britain and the U.S. It caused development of fully battened sails, overcanvassed rigs, sliding seats on the narrow hulls and complex reefing arrangements. The preoccupation with racing expensive complex machines contributed to the abrupt decline in the popularity of canoeing at the end of the 19th century.

Most canoes used in the U.S. for cruising at the turn of the century were the open wood planked variety developed by Stevenson of Peterborough, Canada, in 1856. These were first recognized for sailing by the American Canoe Association about 1898.

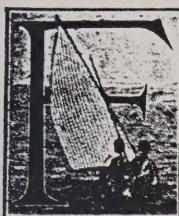
Today, sailing canoes fit within two broad types, conventional open canoes and highly spe-

cialized decked sailing craft. The open type is available in wood/canvas or aluminum or plastic. The wood/canvas type was first built in Maine in the early 1890's but did not receive official racing sanction by the A.C.A. until 1934. The marconi rig was adopted instead of the lateen, and leeboards, rudder and tiller supplanted the paddle for steering. Today these are known as Class C sailing canoes.

In the 1930's there was a resurgence of popularity for the sailing canoe and my father decided that we, as a family, should learn to sail. He shared the commonly held belief of that time that the stock open canoe was best for recreational pursuits. Hunters and fishermen felt the canoe was best for transportation to their hunting and fishing grounds because it was light and easily paddled or portaged. Others enjoyed the fine boats made of wood.

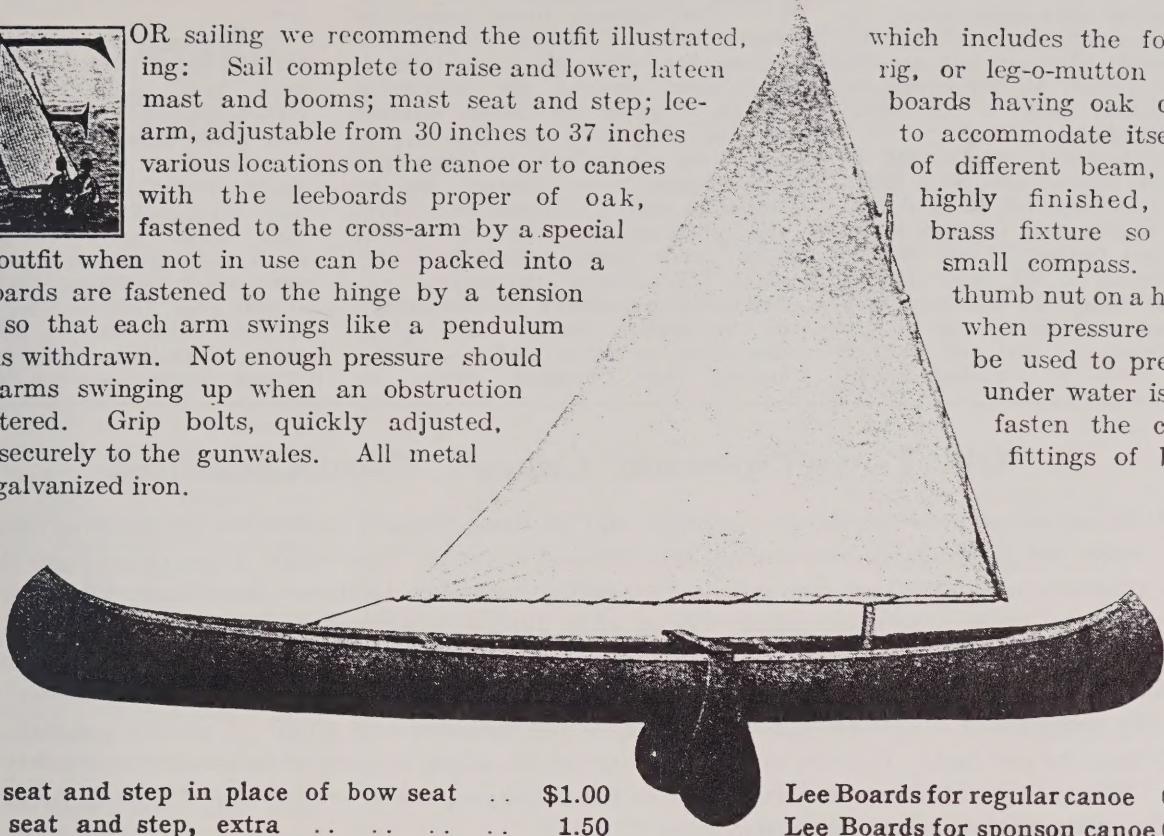
At the time, most small boat, rowing and yacht clubs in our area of Long Island Sound had floats with racks of canoes for recreational sailing and paddling. The stock wood/canvas canoe was available quite cheaply from firms specializing in "mass-producing" boats 10' to 18', and this was beamier than earlier designs.

In 1936 my father ordered an 18' sponson sailing canoe from the Old Town Canoe Company of Old Town, Maine, for reasons of stability and safety. It was a canvas covered wooden shell hull made up from full length eastern cedar planking. The wooden hull was first oiled to prevent water absorption, then covered with the canvas, filled and painted. The sponsons were air chambers built along each gunwale on the outside from stem to stern. Old Town classified this boat as non-capsizing, for even if filled with water, the canoe was



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the outfit when not in use can be packed into a leeboards are fastened to the hinge by a tension bolt so that each arm swings like a pendulum nut is withdrawn. Not enough pressure should the arms swinging up when an obstruction countered. Grip bolts, quickly adjusted, arm securely to the gunwales. All metal and galvanized iron.



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which includes the follow-rig, or leg-o-mutton with boards having oak cross-to accommodate itself to of different beam, and highly finished, and brass fixture so that small compass. The thumb nut on a heavy when pressure from be used to prevent under water is en-fasten the cross-fittings of brass

supported by the confined air in each full length sponson.

These sponsons were built just as the canoe hull was and entirely sealed within canvas thus making them watertight. They added 4" amidships to the standard beam and tapered towards each end, blending into the hull about a foot short of the stems. They were 5" deep (top to bottom) amidships but never touched the water unless the canoe was excessively heeled. The addition of these sponsons, back in 1910, was offered for an extra charge of \$12.

My father bought a 55 square foot lateen sail which, unknown to us, met the A.C.A. open cruising canoe class requirements. We had no intention, though, of officially racing. He later added a 35 square foot storm sail made by Ratsey & Lapthorne of City Island, New York. A mast step, forward seat, two 48" long leeboards and a cross-arm, and a stern mounted rudder with yoke came as parts of the canoe from Old Town. Nothing was done that changed the basic configuration of the hull, due to the continued view that it might need to be paddled. All of the sailing gear was removable. The rudder and yoke precluded any thoughts of officially racing as the class required use of the paddle for steer-

ing at the time. Our canoe never had any decking. In later years, a small jib was added to aid in coming about.

Stability is a major concern in sailing a canoe. Sail areas must be kept modest despite the overall length of the craft. Going upwind in a chop requires some skill as does broad reaching in a good breeze. In this latter instance, the long boom of the lateen rig tended to catch a wave, causing a broach. The possibility of capsizing in a good breeze is always with you. But, sailing in breezes under 15 knots on smooth waters is a delight. The ease and speed with which a canoe slips through the water is unbeatable. Retractable leeboards and a paddle in lieu of the rudder make gunkholing possible and highly recommended.

Back then in 1936, our family belonged to a small yacht club on western Long Island Sound. We kept our canoe on a three-tiered rack on a float behind the club pavilion along with 17 others. My father made canvas covers for the sails and stored them over the equipment locker which held the rudder, leeboards and crossarm, mast, and other necessary sailing equipment. Getting underway meant removing the canoe from the rack and sliding it into the water and tieing up on

the outboard side of the float. The short six foot mast was dropped into the mast step forward and secured. The rudder was fitted to the gudgeons on the stern. The steering line from its yoke was run through pulleys fastened to the gunwales so the canoe could be steered from any location within. The sail was placed into the canoe, the gooseneck secured to the mast and the halliard rigged. Four of us sat on the bottom between the thwarts on cushions. The sail was then raised and we pushed off the float and were underway.

Sailing this canoe was not much different than sailing in a Sunfish or Sailfish today. Two persons could keep the heeling to reasonable limits with the 55 square foot sail in moderate winds. When the wind got over 15 knots, the going got wetter and it became necessary then to hike out. The sponsons provided worthwhile buoyancy in these conditions. But if it was blowing this hard to begin with, we usually rigged the 35 square foot stormsail, which made hiking out unnecessary.

The smooth, protected waters of the Sound provided an ideal locale for beginners to learn how to sail. In order to find open enough waters to allow a mistake in sailing technique without resulting in col-

lision with an anchored boat in our harbor, my father selected the middle of Long Island Sound as our classroom. After paddling out of the harbor to this open water, we raised our sail before the prevailing southwest wind and ran speedily up the Sound, to our great delight. Sailing was a wonderful sport, just as they said.

Five miles out, we decided we should turn around and head back. We were then appalled to find that when we headed west towards home, the sail just flapped. There was no forward motion to the canoe at all. No one had explained tacking going to windward. Knowing no better, we took down the sail and paddled into the teeth of a rising south-

westerly. We arrived back at the club dock long after dark and just before the local police boat was to begin searching for us.

That episode almost ended the family interest (mainly my father's) in sailing. The canoe remained on the rack unused for almost a month. I guess my father realized he was not ready for life on the open sea, not just yet, anyway. Five weeks later, though, we selected a quiet, unoccupied inlet and resumed our sailing lesson with much more satisfactory results. The rest of the summer was devoted to expanding our knowledge of the basics; how to tack being the first priority. After getting beyond this beginner stage, we

found we didn't want to leave the backwaters of local harbors for the choppy, crowded waters out on the Sound. Gunkholing was too much fun!

We happily sailed our canoe for two more years before going on to a "real" sailboat. However, my father bought an outboard bracket and small motor for the canoe and on days when I was at school, he'd motor around in the local bays we had frequented in those earlier days under sail. In later years when we'd go down to head out to our racing sailboat, I'd look over at the club float and see our green sponson canoe waiting patiently for perhaps another sail, and think, "Those really were the days!"

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Budget Kayaks You Can Build

"Dear Bob, you've been promising us two kayaks for months now. This last issue, currags, gigs, garveys. All very nice, but...where's the kayaks?" And so one reader inquires.

This is all about a couple of kayak designs I acquired offering low cost easy-to-build wood/fabric lightweight craft. My thought was to build myself one for use in more inaccessible backwaters, marshes, ponds, etc. where lugging in the big Folbot double or my Easy Rider would be a struggle. I figured I'd tell you about the plans and what it was like to build the one I chose. But, the building part has yet to happen. Fortunately, two readers have built one of the designs and I do have their comments upon it.

The thought here was that this boat would not be subjected to strenuous conditions, nor would it be used a great deal. So it could be very light and should be really cheap. A couple of mentions of this sort of thing turned up in my reading and I sent off for the details.

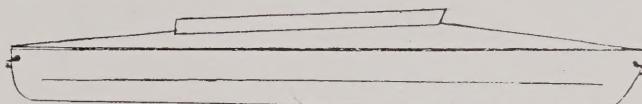
For \$10 the plans and building instructions for SCRAPS were ordered from Kayak, P.O. Box 90837, Nashville, TN. 37209. Advertised as a "kayak for touring, whitewater or just plain fun", it was further described as being able to be "built for about \$40 depending on the degree of your local larceny". SCRAPS turned out to be a 12'x28" wood and fabric craft weighing 30 pounds. It is built up as plywood planking on wooden stringers in a hard chine form with a fabric or vinyl decking. This is a pretty simple, straightforward sort of construction. The claim of 15 hours and simple tools seemed reasonable. The weight was a bit higher than I had hoped for, but the claim of the hull being able to bounce off rocks is probably based on this fairly ruggedly reinforced construction. The "plans" are just sketches in a 12 page set of building instructions. They are entirely adequate with all pertinent dimensions and construction details illustrated.

For \$15 the plans and building instructions for the DK-11 were ordered from Dennis Davis, To-main-nan-eun, Isle of Coll, Argyll PA78 6TB, Scotland. I had seen mention of this boat in SMALL

This little jewel is easier to paddle and more stable than a canoe, takes rough water and wind like a duck, and the hull is strong enough to bounce off rocks.

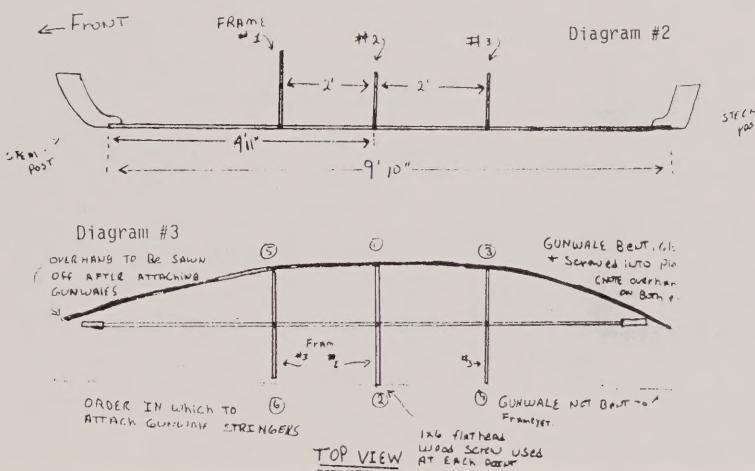
IT CAN BE BUILT FOR ABOUT \$40.00
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of local larceny)

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BOAT JOURNAL, and it turned out that WOODEN BOAT had done a rather complete article on another of Dennis Davis' designs, the DK-13 in its May/June 1986 issue. (Davis will teach building his DK-14, a 15 footer for heavier use, at Wooden Boat School, August 16-22 and September 20-26. Contact Wooden Boat School, P.O. Box 78, Brooklin, ME 04616). The DK boats are advertised as simple to build, round bilged plywood craft requiring no jigs or molds. The only internal framing pieces are a keelson, two inwale strips where the hull sections and decks join, and two cockpit framing pieces. It's a stitch and glue type of construction. The DK-11 plans I received are for a 13'2"x24.5" craft, "for general purpose river use". The DK-13 in WOODEN BOAT is 13'8"x25" "intended for the beginner". Davis claims no weight but

this HAS to be a very light boat with only two 4'x8' sheets of 1/8" plywood and a few bits of 3/4" spruce and some epoxy and glass tape involved.

So I decided this was the one I'd do, and it looks interesting. The design requires "torturing" the plywood panels into compound curves for the hull to create the round bilge form tapering nicely into both ends. The plans are very complete and include full size patterns for the two short deck beams that form the cockpit opening ends. A single sheet of instructions clearly details step-by-step construction in 20 stages. I've acquired the two sheets of 1/8" luan plywood at \$15 a sheet, already have epoxy and glass tape around, and the odd bits of spruce for cockpit frame pieces, inwales and keelson. Now I need to find the time, even for so simple a project.



David Amenta's DK-13 is a work of art for a first boat project, pleasant to paddle and easy to carry too!

Meanwhile, two readers, aware of this imminent article, informed me that they had undertaken the DK-13 building from the WOODEN BOAT article. David Amenta of Santa Barbara, CA, wrote as follows of his experiences:

"For the past year I have been reading, ordering study sheets, writing letters, buying back issues, going to the library, and generally neglecting everything else in the search for my first boat building project. Until the article on building Dennis Davis' DK-13 kayak appeared in WOODEN BOAT, I thought my quest would never end.

I am happy to report that I have launched my own DK-13 and am delighted with the results and its performance. The construction directions (in WOODEN BOAT) were clear, easy to follow and accurate. The photos were useful in understanding some of the more difficult procedures. The materials list was vital for this first time builder. If I were building again, though, I would obtain the plans set from Dennis Davis, as these would make some of the steps easier and result in more accurate fitting.

I made several modifications during construction. I used 4mm (5/32") Bruynzeel marine plywood instead of 3mm (1/8") because I could not locate the 3mm material. The extra thickness was a problem only when coaxing it into the compound curved spoon shape and this required a force needing two persons. I think it makes the boat a bit more durable if harder to build. I haven't weighed the finished boat, but I can carry it easily the 1/4 mile from parking lot to harbor ramp here. I used added glass tape 4" wide over a first layer 2" wide on the outside keel seam and hull-to-deck seams. I made a teardrop shape cockpit opening instead of the rectangular one, laminating strips of ash to the required shape for a coaming. This adds an extra bit of freeboard and looks very graceful. Under the decks I glued up fitted pieces of styrofoam surfboard blanks for flotation.

Construction took two months, in the living room and on the sun-deck of our condominium, much to my wife's displeasure. I'm sure the next boat will be built elsewhere!

I finished the boat with regular home variety exterior enamel and worried at that time if I should have used marine grade. I have since concluded that the house paint is adequate and a bargain to boot.

My paddling to date (about 30 outings) has been in, around and outside the Santa Barbara harbor and coastal area. Even in choppy, windy conditions the boat tracks well and is dry. I even surfed it on the harbor sandspit, quite a thrill, even better than boogie boarding! I do feel a small keel

strip might help with directional tracking. Yes, good paddling technique will control this but some effort is wasted in so doing. How much this might affect turning ability is a question, however.

I have opted for a 52" solid ash single canoe paddle bought from L.L. Bean rather than a double kayak paddle. I have better control over my single paddle and can conveniently carry a spare inside the boat. And the single doesn't drip onto my lap the way a double does."

David Amenta lives at 5290 Overpass Rd. #8, Santa Barbara, CA 93111, (805) 964-2054 if anyone contemplating building a DK-13 wishes to talk about it with him.

Back here in New England, John Grzywinski of Bristol, CT, has undertaken a DK-13 with his son, a project which has enthused them both. John has the following remarks on their experiences:

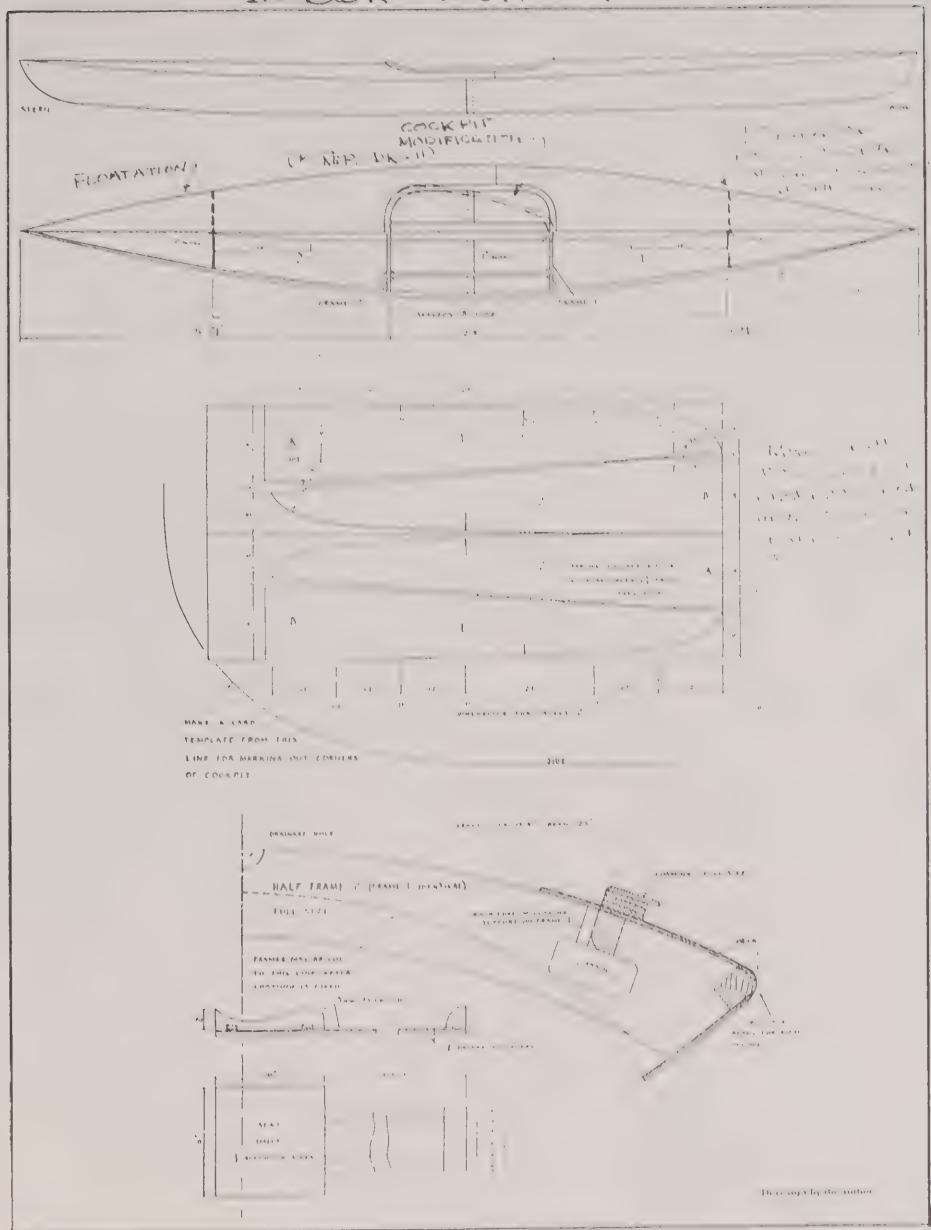
"We could not locate the 3mm (1/8") plywood locally so we settled for 6mm (1/4") and did it in epoxy saturation technique using Clark Craft's Epoxy Plus. Rolling the thicker panels up to form the sides was noticeably more difficult, we finally steamed and soaked the panels to get the desired fair shape. It was a lot of work but I can sit on the deck with no flexing at all. We made full size patterns of the panels on drafting paper which saved laying out on the plywood. The scarf joints were glued up one panel at a time instead of stacking them. We used brass screws and epoxy in place of the suggested escutcheon pins. This enabled us to dry fit before final gluing.

We decided to add two full bulkheads at each end of the keelson which formed chambers in each end which we filled with flotation. We modified the cockpit shape to that of the DK-11 just for looks."

John Grzywinski is at 62 Mis-sal Ave., Bristol, CT 06010 if you'd like to contact him regarding building the DK-13.

My procrastination has benefitted me with this input. Since this is to be sort of a "supplementary" kayak for special circumstances, I'm going ahead with my approach, which is the light and cheap one. The 1/8" luan is cheap and light. I'll seal the entire hull with epoxy, and install those end bulkheads for flotation tanks. I'll use the wider glass tape doubled on the keel joint and deck/hull joints. I have a nice ultra light basswood double paddle from Shaw & Tenney that's perfect for this sort of boat. I WILL get it built in time for summer paddling in warmer waters of sheltered spots, and fall outings in area marshes and several remote ponds accessible only over footpaths in local state forests. Not big adventures, very small ones.

OUR MODIFICATIONS



THE THREE CRUISES

FIRST CRUISE →

SECOND CRUISE ← - -

THIRD CRUISE • • •

CHAPTERS IN ROMAN NUMERALS



Map of the Voyages of the TRITON by Bob Harris

Adventures Down the Bay

Wallace P. Stanley, Author
H.N. Cady, Illustrator



CHAPTER XL

"Where away now?" queried Joe, as we again boarded the TRITON.

"Want to explore the harbor?"

"Well, we've just taken a pretty good look at it, and I don't know as I care about nosing around any closer. It strikes me that provisions are getting rather low."

"That's a fact."

"Not but what eating places are sprinkled close around us here by the hundred; but then --"

"Cash is getting low, too."

"Yes; what with those dinners at Rocky yesterday --"

"And buying a new jug at Conanicut --"

"There have come to be precious few shots left in the locker; and unless we want to disgrace the TRITON by making her carry a pair of marine tramps, we'd better figure a course that'll bring us out at about the latitude and longitude of Pierhaven."

"And as for more than half of that course we'll have to tack, we'd better start ahead right away."

The wind blew somewhat across the direction of the river, so that we could make a long slant down, and a short one across. As we had coasted up the west shore, we kept nearer to the other side on the way back, crossing and recrossing the channel, and dodging the numerous craft. Our second westward tack carried us north of Starget Island again, but nearer than before, among the oy-

ster-stakes; and Joe amused himself by steering so as to "tick" as many of these as we came near with the end of the boom. Suddenly the boat nearly stopped; the bows swung into the wind, and the sail took the wind on the other side; the craft then stuck fast, careening in a stupid and helpless fashion, with the sail straining unavailingly.

"The lee-board's caught in the bottom! Who'd have thought it, as far from shore as this! There must be flats running out from that island, a dozen times as big as it is itself!"

Which was indeed the case, and we had found it out for ourselves, accustomed as we were to disregarding the buoys and landmarks set for the guidance of larger craft. I started out the sheet, and Joe worked her around with the steering-oar till she pointed away from the island; then we threw our weight on the opposite side from the leeboard, and, to our satisfaction, the wind proved strong enough to urge her slowly and catchingly along till deep water set us free again. The top of the lee-board was under the fender-strake, as usual when we were using it in water of whose depth we had no suspicion; but now we disengaged it and let it up a few inches, so if it caught again we could easily lift it up.

We now tacked eastward, passing close astern of one of the small propellers, the BALTIMORE; another was named the PHILADELPHIA.

"You'd think from the names they were naval cruisers, or trans-Atlantic liners!" remarked Joe.

But all did not sport names of such magnitude; we noticed the PLANET, PAULINE, and PIONEER, among those that were constantly plying to and fro.

On we tacked; past "Pomham Light," with its red-roofed white buildings, perched on a great rock lying a little off shore; past the white stone cone of "Pomham Beacon," further out, with its black rod and ball; past "Sabin's Point Light," with its stone-built, one-story house on its substantial stone foundation rising from the water, and its light-tower projecting from the front of the mansard roof. Across again to the eastern shore, where the remnants of the longest landing on the river led down from the top of the steep bluff with a gentler slope, and straggled far out to the channel, a broken row of leaning piles.

"If the hotel hadn't burned, I suppose they'd be running a cable road along that wharf, by this time," said Joe. "What I wonder at is, that somebody doesn't buy it up and use it for part of a bridge across; they wouldn't have to add on so very much more. Then they could have a belt line around both shores from the city down to here."

"Better propose it to the shore people; get up a company, and take half the stock for inventing the thing. Make them promise, too, to open the drawbridge for the TRITON, every time."

Bullock's Point light was the next landmark, rising from the river at the end of the long shallows extending from the point, which were thickly planted with oyster-stakes. We sailed close by it; the little dwelling-house with its steep, gabled roof, to which the lantern seemed but a peculiar sort of cupola, looked as though transported bodily from some tidy garden inland.

"No sign of life; not a dog, even," I remarked.

"O, well, all hands are asleep; they have to be night-owls, at these places."

"Not the women and children I guess; and this doesn't look like a place they'd give to a bachelor. They've gone ashore visiting, likely; the boat isn't here."

"We haven't named the camp, yet!" reminded Joe, his gaze resting on the further shore, whence we had started that morning. "I'll give you 'Camp Fog', for a starter."

"Might call it 'Camp Fireworks', that's rather more cheerful."

But we agreed that each of these seemed rather curt and crude; and I proposed 'Camp Pyrotechnics', which Joe capped with 'Camp Nebulosity'.

"We didn't have anything to do with the fireworks, except look at them," said he. "Down at 'Camp Phosphorescence' I stirred up the water."

"And I'm not certain that we made the fog, either."

I stuck to my theme, and varied it by suggesting 'Camp Coruscation', which happened to tickle Joe's ear, and he gave in. The sun was getting low, as we passed the old white tower at Nayatt Point, and the villas which rose among the trees on the cliff above. Our course now lay straight across to Rumstick Point, at the entrance of Pierhaven River, two miles eastward; and with the wind abeam, the faithful old TRITON bounded gaily over the big bay waves, while we looked down to the distant shores to the south, and thought of how she had carried us safely beyond the furthest blue that we could see. Those regions were no longer involved in mystery; we could summon images of the coves and inlets, and the wide watery spaces, as vividly as the familiar surroundings now at hand.

"Let's stop at Rumstick Rock, and finish our eatables, before we go up the river," said Joe. "I didn't fill up very solid, at lunch."

So I steered to the sloping leeward side of the rugged little peak; we hunted a soft, sea-weedy berth for the TRITON's bows, and

stumbled a few steps over the slippery ledge till we gained a dry, firm foot-hold above tide-mark. The anchor was hooked in a crevice, and bags were opened once more; we munched the remnant of our stores and looked westward over the tossing waves to the red sunset clouds which they brokenly reflected.

"How many islands do you suppose we've been on?" suddenly asked Joe.

I got out the cherished chart, and we began to reckon. We made out that the "TRITON Exploring Expedition" had touched at seventeen, - but here's the map, and you can see, yourself.

"This rock ought to be an island! It has a better right than that Chippewaxen; it's bigger and better-looking, too."

Yes, but it's a rock, and a good one; and I'd rather 't would sail under the right colors, whatever others do. Come to think, there's one island we haven't counted."

"One that we've landed on? I know that there are some left that we haven't touched. Where is it?"

"Up here in Pierhaven River."

"Oh! Bowers' Island? I was on that, long ago.."

"So was I, - and the TRITON, too; and only a few weeks ago. That's a good island; we must count it in."

"All right; - and I guess

we'll be heading that way. We've pretty near cleaned the crumbs out, now."

"We haven't brought back a rattlesnake, this time," remarked Joe, when our sail was spread for the river entrance.

"Nor a snapping-turtle; - but once'll do for that kind. The anemones are all alive; and I'm going to put them in the biggest, deepest dish I can get. If they do grow in the bay, there aren't many who have seen them."

"And we've got some blanc-mange moss, and barberries; - and have had a solid good time; first rate weather, and good winds, most of the time."

"And we know now how the bay shores look, all around."

We drew in eastward by the point; and there, up the well-known river, rose the pier, - our last landmark; beyond which the lights of Pierhaven twinkled in the dusk. Urged by the warm, humid southwest wind, blowing straight on our course, we sailed onward; the point, close on our left, came down and shut out the distant shores below the fading western glow.

We have taken leave of the bay; and having finished the story of our vacation flittings among its coves and islands, along its bluffs and beaches, the TRITON, Joe and I take leave of our readers, as well.



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Your Islands on the Coast

A guide to
selected state-owned islands
on the Maine Coast
managed by
the Bureau of Public Lands.

Exploring islands on the Maine coast is an adventure that seems within reach to small boat people, from kayak to sailing yachts. There are several thousand of them, most privately held, many hardly more than ledges exposed at low tides. But, the state holds title to more than one might think, and for 1987 has published a modest folder listing locations and details on 42 islands open to public access by boat. To save you the trouble of sending for this brochure, and the state of Maine having to send you a copy, we're reproducing it here as it is of manageable size to do so and provides a good insight into what sort of island explorations you can indulge in if you so choose.

For a list of state sponsored and assisted boat launching sites (which cannot be restricted to resident sticker holders) request one from the Bureau of Parks & Recreation, Maine Dept. of Conservation, Station 22, Augusta, ME 04333, (207) 289-3061.

Bureau of Public Lands
MAINE DEPARTMENT OF CONSERVATION
Station 22, Augusta ME 04333
. 207-289-3061

Mountains in the Sea

Islands are the peaks of submerged mountains, each a small, sea-girt world in itself. Like mountaintops, they are ribbed in rock, but their soils, plants, grasses, and wildlife communities are fragile. You can best enjoy the islands by treating them with gentle respect and by trying in every way to leave them as you find them. The more skill you can show in reducing the impact of yourself and others, the wilder and more beautiful the islands will be when you return again.

The Maine Islands

There are more than 3,000 islands along the Maine coast, ranging in size from tiny wave-washed ledges where only seals or birds can live, to places of thousands of acres with year-round residents and busy towns. Most islands of any size are owned by individuals or organizations and have the same legal protection as private property on the mainland. Hundreds more are managed by state and federal wildlife agencies as bird-nesting sanctuaries where visits are prohibited from April 1 through August 15. By contrast, Warren Island State Park not far from the ferry landing on the west side of Islesboro in Penobscot Bay is managed by the state Bureau of Parks and Recreation and provides campsites, picnic tables, fireplaces, pit toilets, and a dock.

Several hundred smaller islands, many of them unnamed, are owned by the State of Maine and are managed by the state Bureau of Public Lands, but most are so small, barren, and unapproachable that they hold little or no recreational attraction. Others are extremely sensitive, being covered by nests of seabirds or rare plants and cannot accommodate recreational use. However, recent surveys have shown that a few dozen of these state-owned islands have attractive features such as unusual rock formations, meadows, woods, or old building sites and can support light or moderate amounts of recreational use. The purpose of this guide is to show where some of these islands are, to provide information on their use, and to suggest ways to help assure that your visit is a safe one. Since you will have to find and identify an island by yourself, a National Oceanic and Atmospheric Administration (NOAA) chart of the area will be a necessity. (NOAA charts can be purchased from authorized dealers such as book stores, marine suppliers and marinas. See the reverse side of this sheet for the chart numbers of your area.)

An important consideration: The islands listed here have no facilities whatsoever and none has drinking water. There is no public transportation to any of them, so a private or rented boat is needed to get there. In short, the responsibility of finding transportation, having a safe visit, and returning to the mainland is yours alone. **You are on your own.**

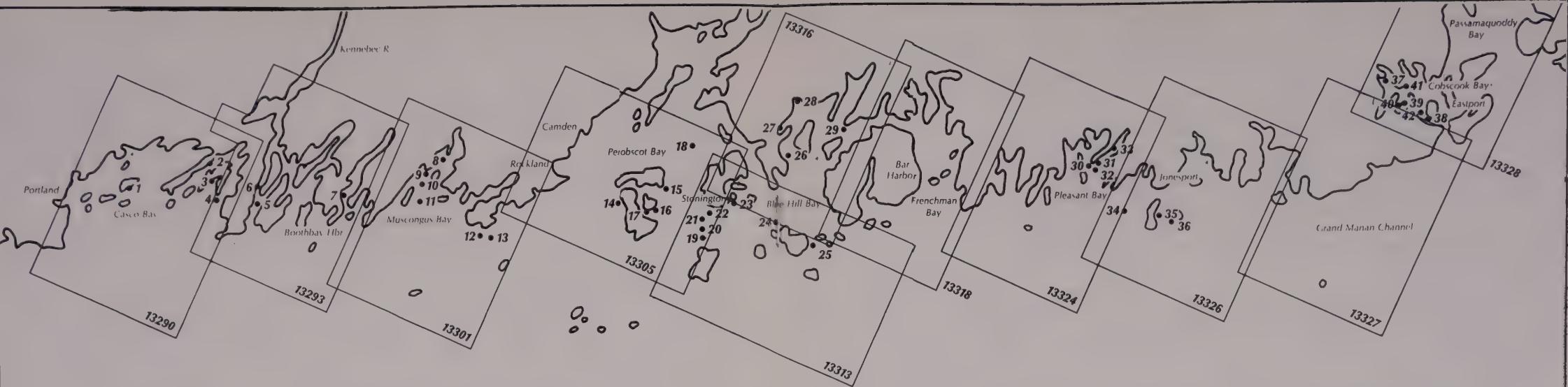
Before You Go

Boating on coastal waters is generally more difficult and demanding than boating on fresh water. Having a strong influence on boats in general and small boats in particular, are:

TIDE. Ranging in height from eight to more than 15 feet, the twice daily tides along the Maine coast can leave you and your boat stranded on an island beach for half a day or more, can change a sheltered low tide pool into an exposed high tide maelstrom, can generate currents strong enough to carry a boat or swimmer out to sea, and can lift a boat that is anchored on too short a line and leave it high and dry on the shore or carry the boat and anchor off down the bay.

WIND. In summer the sea is often calm in the morning, but as the mainland is heated by the sun, a strong, onshore, southerly flow of air is created and whitecaps dot the bay. Although welcome on land, this sea wind can prove troublesome to small boats. At other times, strong, gusty, fair weather winds blow from the northwest, and since these are off the shore, the water may look deceptively





The Islands

The following islands can be approximately located on the above map by their numbers. The overlapping rectangles indicate the NOAA charts needed for positive identification of the islands. The chart numbers are in the lower righthand corner of the rectangles. State islands unidentified on the charts have an asterisk after their names. Order of identification is as follows: Island name in boldface; NOAA chart number; latitude and longitude (determined using degree marks at edge of chart); town; description and location to nearest named feature on chart. These islands will be identified on site with a standard state symbol in the near future.

- 1. Crow***; 13290; Lat $70^{\circ}06'13''$, Lon $43^{\circ}40'48''$; Cumberland; 3 acres with beautiful spruce groves, 600 yards E of Great Chebeague I. toward Little Bangs I.
- 2. Strawberry Creek***; 13290; Lat $69^{\circ}56'55''$, Lon $43^{\circ}48'37''$; Harpswell; 2-acre wooded island at the mouth of Strawberry Creek at the head of Harpswell Sound
- 3. Little Snow***; 13290; Lat $69^{\circ}54'24''$, Lon $43^{\circ}48'52''$; Harpswell; $\frac{1}{4}$ -acre island 150 yds. E of SE point on Snow I. in Quahog Bay.
- 4. Basin***; 13290; Lat $69^{\circ}51'02''$, Lon $43^{\circ}48'11''$; Phippsburg; small island in scenic, protected location 150 yds. off E shore of The Basin on E shore of New Meadows R.
- 5. Perkins**; 13293; Lat $69^{\circ}47'04''$, Lon $43^{\circ}47'15''$; Georgetown; large island with abandoned lighthouse buildings opposite Parker Head on lower Kennebec R.
- 6. Goat**; 13293; Lat $69^{\circ}48'23''$, Lon $43^{\circ}49'15''$; Phippsburg; scenic little island in lower Kennebec R. 200 yds. off Phippsburg village.
- 7. Pleasant Cove***; 13293; Lat $69^{\circ}35'07''$, Lon $43^{\circ}55'19''$; Boothbay; $\frac{1}{2}$ -acre island 125 yds. off W side of Carlisle Pt. in Damariscotta R.
- 8. Hardy**; 13301; Lat $69^{\circ}23'10''$, Lon $44^{\circ}01'06''$; Waldoboro; wooded island with several small beaches approx. middle of Medomak R. at mouth of Broad Cove.
- 9. Crow**; 13301; Lat $69^{\circ}24'43''$, Lon $43^{\circ}58'36''$; Bremen; pretty 2-acre island 300 yds. off NE point of Hog I. in Muscongus Bay.
- 10. Crotch**; 13301; Lat $69^{\circ}24'42''$, Lon $43^{\circ}58'09''$; Bremen; cluster of islands $\frac{1}{4}$ mile E of Hog I. and $\frac{1}{2}$ mile S of Crow I.
- 11. Thief**; 13301; Lat $69^{\circ}24'30''$, Lon $43^{\circ}55'53''$; Bremen; $\frac{1}{2}$ mile E of Louds I. in Muscongus Bay.
- 12. Little Norton***; 13305; Lat $69^{\circ}08'20''$, Lon $43^{\circ}58'47''$; St. George; pretty, long, saddle-shaped island halfway between Norton and Whitehead Is.
- 13. Little Whitehead***; 13305; Lat $69^{\circ}08'12''$, Lon $43^{\circ}59'00''$; St. George; round island 100 yds. W of NW point of Whitehead I.
- 14. Ram***; 13305; Lat $68^{\circ}53'27''$, Lon $44^{\circ}04'29''$; Vinalhaven; group of three small islands in middle of upper Hurricane Sound.
- 15. Little Thorofare***; 13305; Lat $68^{\circ}48'00''$, Lon $44^{\circ}08'56''$; North Haven; two small islands 250 yds. E of Burnt I. at E end of Fox I. Thorofare.
- 16. Little Hen***; 13305; Lat $68^{\circ}48'27''$, Lon $44^{\circ}05'58''$; Vinalhaven; 150 yds. W of Hen I. on S side of entrance to Winter Harbor on E side of Vinalhaven I.
- 17. Hay**; 13305; Lat $68^{\circ}48'38''$, Lon $44^{\circ}05'13''$; Vinalhaven; large island in middle of inner Seal Bay on E side of Vinalhaven I.
- 18. Crow**; 13305; Lat $68^{\circ}44'33''$, Lon $44^{\circ}14'45''$; Deer Isle; narrow east-west island $\frac{1}{2}$ mile NE of Bradbury I.
- 19. Wheat**; 13313; Lat $68^{\circ}37'00''$, Lon $44^{\circ}05'56''$; Isle au Haut; large island in beautiful setting 250 yds. N of Burnt I.
- 20. Harbor**; 13313; Lat $68^{\circ}38'45''$, Lon $44^{\circ}06'41''$; Isle au Haut; large island with fields and spruce copses 250 yds. N of Merchant I. on S. side of Merchant Row.
- 21. Steves***; 13313; Lat $68^{\circ}38'45''$, Lon $44^{\circ}07'36''$; Stonington; tiny island with pocket beaches located amid spectacular scenery 450 yds. W of Wreck I.
- 22. Hells Half Acre***; 13313; Lat $68^{\circ}38'22''$, Lon $44^{\circ}08'47''$; Stonington; beautiful 2-acre island with meadows, woods, and beaches 225 yds. W of Camp I.
- 23. Little Sheep***; 13313; Lat $68^{\circ}36'42''$, Lon $44^{\circ}10'35''$; Stonington; tiny but attractive stopping place 450 yds. W of Sheep I.
- 24. Hen***; 13313; Lat $68^{\circ}28'25''$, Lon $44^{\circ}10'17''$; Swans Island; pretty 1-acre island 150 yds. W of Swans I. not far from busy York Narrows and Casco Passage.
- 25. Ram**; 13313; Lat $68^{\circ}23'15''$, Lon $44^{\circ}09'05''$; Swans Island; remote and lovely island 400 yds. S of East Point of Swans I.
- 26. Ivy**; 13316; Lat $68^{\circ}32'21''$, Lon $44^{\circ}18'03''$; Brooklin; tiny intertidal island off NW tip of Harriman Point on W side of Blue Hill Bay.
- 27. Third***; 13316; Lat $68^{\circ}14'45''$, Lon $44^{\circ}20'57''$; Blue Hill; high, wooded island in wild setting 100 yds. S of SW tip of Carleton I. in the Salt Pond.
- 28. Twin Oaks***; 13316; Lat $68^{\circ}34'24''$, Lon $44^{\circ}24'18''$; Blue Hill; tiny islet with little hill topped by two oak trees 300 yds. N of S shore of Blue Hill Harbor.
- 29. The Hub**; 13316; Lat $68^{\circ}25'17''$, Lon $44^{\circ}22'30''$; Mt. Desert; rocky, open island in remote setting 150 yds. E of North Point on Bartlett I. in Blue Hill Bay.
- 30. Inner Willard***; 13324; Lat $67^{\circ}46'56''$, Lon $44^{\circ}31'22''$; Harrington; one of three neighboring, wooded, state islands in protected waters of Pleasant Bay, 75 yds. E of Willard Pt.
- 31. Outer Willard***; 13324; Lat $67^{\circ}46'53''$, Lon $44^{\circ}31'23''$; Harrington; 50 yds. E of Inner Willard.
- 32. North Narrows***; 13324; Lat $67^{\circ}46'53''$, Lon $44^{\circ}31'15''$; Harrington; tiny wooded islet 50 yds. NE of N tip of Narrows I. just across small thorofare from Willard Pt.
- 33. Mink**; 13324; Lat $67^{\circ}46'09''$, Lon $44^{\circ}32'18''$; Harrington; high, wooded island with steep landing 250 yds. off W shore of Birch I. near mouth of Pleasant R.
- 34. The Sands***; 13326; Lat $67^{\circ}40'28''$, Lon $44^{\circ}28'07''$; Addison; wild and remote oversized sand spit 175 yds. S of Inner Sand I. in Western Bay.
- 35. Little Cape***; 13326; Lat $67^{\circ}33'50''$, Lon $44^{\circ}28'19''$; Beals; a small intertidal island at the end of Little Cape Pt. on E shore of Great Wass I. in Eastern Bay.
- 36. Little Water***; 13326; Lat $67^{\circ}32'50''$, Lon $44^{\circ}28'37''$; Beals; a small ledgey island in lovely island setting 300 yds. NW of Water I. in Eastern Bay.
- 37. Sumac Island***; 13328; Lat $67^{\circ}01'52''$, Lon $44^{\circ}54'55''$; Eastport; small, wooded island 350 yards SE of Mathews I. about 100 yds. off mainland near S side of Carryingplace Cove.
- 38. Trio Islands***; 13328; Lat $67^{\circ}01'45''$, Lon $44^{\circ}51'20''$; Lubec; 3 islets in center of cove off South Bay forming S shore of Seward Neck.

A list of state sponsored and assisted boat launching sites is available from the Bureau of Parks and Recreation, Maine Department of Conservation.

Camping

Some of the state-owned islands have pleasant places to camp, but there are several points to consider so as to reduce the impact of your overnight stay.

First of all, be certain of the mooring of your boat. There will be a full change of tide during the night, and strong winds may come up unexpectedly. Canoes, kayaks, and other lightweight craft should be carried above the high tide mark and **be tied in place**.

Pitch your tent or unroll your sleeping bag on the grass and not on the soft but delicate needle cover under the evergreen trees. If poles are needed in your camp, do not cut either live or dead trees but use driftwood instead.

Leave your campsite looking as close to its natural state as you can. Low-impact camping is the mark of a person who knows how to live in harmony with the outdoors.

Island Ecology

The high tide mark is the dividing line between the dynamic and fertile ocean and the vulnerable and slow changing world of the island. The sea and tidal shore can provide you with food and washing water, and with a single tide will wipe out every trace of your coming and going. However, if you are planning to dig clams or mussels on the island it is important to know whether or not these shellfish are being affected by so-called "red tide," which is neither red nor a tide. The proper name is Paralytic Shellfish Poisoning (PSP) and it can be lethal to humans in some cases. Remote offshore islands are particularly vulnerable to PSP. If shellfishing is closed in this area because of PSP, local officials, the Marine Patrol, or fishermen will know about it.

While the sub-tidal part of the shore can absorb rough use, the land, on the other hand, is easily marked and scars are slow to heal. A fire-blackened stone will stay that way for many years, for example, while broken glass and aluminum cans will reflect man's indifference for a century or more.

The ecology of the island reflects its sea-fenced environment. The grasses, shrubs, and trees are adapted to life in thin soils and fog-drenched air. Rare and unusual land birds sometimes nest in the trees, small animals make their homes among the rocks and in the ground, and sea birds nest in hidden nooks and grassy corners or in open nests atop exposed ledges. A careless step can crush a bird's total egg output for a year. When hiking, keep to the paths, or better still, confine your walks to the beaches and ledges of the shore itself. Pets can cause havoc on an island and should be left at home.

A final point. Commercial fishermen—lobstermen, clammers, seiners, and druggers—are an important part of the island environment. They are here almost every day earning their living just as others do ashore. The fishermen should be respected and their equipment such as traps, nets, and boats be left alone.

An Island Checklist

If important items are left behind, your visit may be less than pleasant or you may have to call it off entirely. A checklist can save your day. Key items are boat safety gear, drinking water, charts, adequate clothing (take extra since the cold sea water can cool the air by several degrees), emergency food, and a first aid kit. This is not a complete list, so you will want to list things under subject headings such as "Boat," "Clothing," "Navigation," etc. **Don't forget to notify someone where you are going.**

In Parting

The state-owned islands are for all to enjoy. So before you leave, look around one last time, be sure you have all your things, lock the beauty of the land in your mind's eye—and **leave without a trace**.

calm from the launching ramp but be rough and unpleasant further out. Cold fronts and their accompanying high winds and possible thunderstorms also arrive from the northwest and can be sudden and violent. Prudent boaters take the day's weather and wind forecasts into consideration when making plans for island visits. Finally, distant winds, reflected in the form of sea swells, can affect your trip. At times, the surge of this swell is sufficient to make landings hazardous or impossible, or it can lift a beached boat and carry it off. For this reason, never leave a boat untied, not even for a few minutes.

FOG. If the afternoon breeze swings into the southeast, thick fog can sweep over the islands within minutes and quickly reduce visibility to just a few yards. A compass and chart are invaluable tools in such a circumstance. If you cannot navigate in fog, do not attempt to return to the mainland by guessing where it is.

Because any of the above factors can change an island picnic into a life threatening problem, **You should not go if you aren't prepared to stay.** Better to spend a night on an island waiting out the weather than to take risks you may not be able to handle. Since you could be stranded, be sure to let someone know where you are going.

Other things to take into consideration, especially if you plan to land on one of the more remote islands, are the lack of moorings and the possibility of damaging your boat or motor while attempting to land on a rocky beach.

Your boat should be adequate for the island voyage with seating space for all of your passengers. In addition to the basic safety gear required by the U.S. Coast Guard, you should have life jackets (PFD's), not cushions, fitted to each passenger. The jackets should be worn or be placed where they are immediately at hand. Even in summer, the salt water off Maine is so cold that one quickly loses feeling in the arms and legs, making it almost impossible to put on a PFD in the water. Other equipment aboard your boat should include spare parts, tools, extra fuel, water, and adequate lines and anchor.

Using the Islands

After landing and securing your boat, approach the land by rocks or ledge, if possible, instead of by climbing a steep bank where the ground cover may be broken. Island soils are easily eroded.

FIRE. It is illegal to build an outdoor recreational fire in Maine without a permit except in sites authorized by the Maine Forest Service. Although obtaining one might seem a bother, it is particularly important to have a permit before building a fire on an island since the permit has the effect of notifying firefighting services on the mainland that a campfire will be kindled on the island. This knowledge can save firemen much time, money, and effort if your fire is seen and reported to them. Permits are issued free by town fire wardens in organized towns and by Forest Service ranger stations in unorganized townships. The town in which an island is located is listed after the name on the reverse side of this sheet. If you must build a fire, do so at or below tideline, preferably in a hollow scooped out of a sand or gravel beach. Do not build a fire ring above the beach where the soil can be damaged or the flames escape and burn over the island. **Fire is the greatest single threat to the island ecology.** Use driftwood as a fuel since trees both living and dead are used by nesting birds.

RUBBISH AND HUMAN WASTE. Burn only paper trash in your fire and place all other rubbish in a plastic bag to be disposed of upon your return to the mainland. Carry in/Carry out should be a practice on all islands you visit. Because of their small size and thin soils, the islands should not be used as latrines; remove human waste so that it will not be dug up by large birds or small animals.

★MESSING ABOUT IN BOATS★



By Carl Ericson

AND HOW ABOUT THE TIME...

The canoe was rigged with a very special tiller. A steering yoke had proved unsatisfactory when the yawl rig was tried in the past. An article in the National Fisherman caught my attention. This showed a tiller designed to compensate for the after mast. I adapted the idea to the canoe by using a threaded steel bar bent to make a narrow "U" shape, much like a hairpin. I cut the tiller in half and installed this contraption. Much to my surprise it worked out fine. I used this tiller for three summers whenever the canoe was rigged this way. Another idea was lifted from the history books. The 2 x 4 supporting the motor became a precise means of holding the tiller in any position desired. I drilled a row of holes about an inch apart and placed a nail on either side of the tiller when in the desired position. Self steering was welcomed when two hands were needed for something else like pumping or sail handling.

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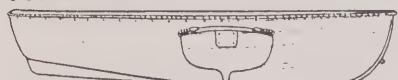
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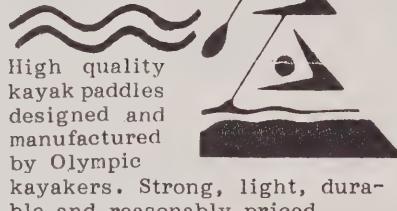
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pite opposition from nearby residents who like to view the beach as "theirs", the town once again this year overwhelmingly rejected at town meeting a proposal to close the beach to the windsurfers. And so our kayaks, canoes or similar small boats that can be carried to the water may still be launched here over a narrow "right-of-way" on the north end of the beach. This is the sort of community attitude that needs encouragement.

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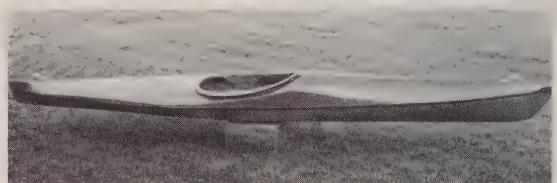
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LIGHTNING

I need some help. I'm trying to save an old wooden Lightning from going to the dump. When I recently bought a used trailer to pick up a Lightning in need of deck canvassing and repainting (and what else?) another Lightning was sitting on it. The owner was about to saw it up and take it to the dump so it'd not interfere with selling the trailer. It was not in very good shape. I could take it along with the trailer if I liked. So now it's in my yard. I'm a sucker for brown-eyed, lop-eared dogs too.

I'm no woodworker. I can patch and paint but that's about it. If I'm going to save this old Lightning #1620, I am going to need much advice and information. The other one, which I am to recanvas the deck on and paint could be sailing next spring if I can work a deal to buy it. But the worst one, which I DO own now, will be a while, maybe even 5 or 6 years!

Hardware. What I have came in a box, off the boat, mostly bronze. The boat is over 40 years old. This bronze gear is now too heavy for racing skippers. The old boat's too heavy to race anyway, so I'm going to stick with bronze hardware. There is no rudder, nor gudgeons and pintles. The centerboard is in the trunk, but it's pennant reel is missing. Things I do know are missing include the mainsheet traveller blocks, mainsheet blocks, cleats, spinnaker gear, chain plates. But, what's not there? And where can I find it?

The hull appears to be sound, some rot in two or three seat supports. The seats and floorboards are missing. More rot in two butt blocks but I don't know if it's in the adjacent planking also yet. The skeg is bad and I don't know what I'll find under that.

The deck doesn't appear to have any rot but it's otherwise in bad shape, no canvas on it. Little or no caulking in the deck seams. The wood is weathered to a gray color. The edges along the gunwales have been nailed so often when recanvassing the deck that the wood is badly split out or missing. What's left is so porous it'll not hold nails. I don't know if I can use some kind of epoxy "filler" for these places strong enough for nailing, or will I have to replank

the deck? That I don't know how to do. I can follow a recent article in WOODEN BOAT on recanvassing a deck and do a "by-the-numbers" job adequately.

The running rigging looks bad and there's a big question about some of its functions. Probably should all be replaced. I'd like to get some old cotton sails to go on this boat, decent shape but not race quality. I'd like her to look "1940'ish".

Some of the standing rigging is also gone, like the wire for the jumper struts. It's all still on the mast. That is now a weathered gray color except for below the deck level where varnish still exists, but in bad shape. I don't know how solid this mast wood still may be. It has sail track in place along with that standing rigging, except for the small "gate" section. The boom is okay, as is the tiller.

The big question remains, "What's missing?" If I cannot determine this accurately, maybe I'll end up combining the two boats (if I do buy that other one). But, it would be great to have two of them, one for "Sunday".

I've checked around here (Indianapolis, IN) for local knowledge. The local Lightning fleet is a racing fleet made up mainly of younger people in fiberglass boats. They have little comprehension of what I am contemplating. My correspondence with the Lightning Class Association has been not greatly helpful for the same reason, the focus on fiberglass boats for a generation now.

Well, if anyone reading this is a wooden Lightning fan and has any useful sources of detailed information and older hardware and gear, I'd love to hear from them. My name is Hugh Harrison and I'm at 10125 N. Park Ave., Indianapolis, IN 46280.



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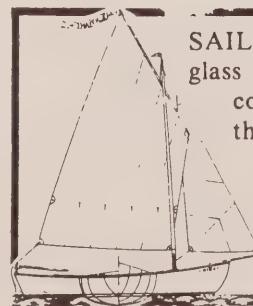


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CAPE COD FROSTY CLASS ASSOCIATION

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CHARLESTOWN NAVY YARD ROWING ASSOCIATION

The National Park Service has made available space at the Constitution National Park in Charlestown, MA, for the use of pulling boats. Park Service employees have already organized their own team for rowing one of the 38' French Gigs which will be moored there, and are now trying to obtain a Monomoy from the Cape Cod National Seashore. Other interested oarspersons are invited to inquire about taking part in this new group. Call Bill Foley at (617) 242-5629 for further details.

CHELSEA ROWING CLUB

Recreational and competitive rowing on the Thames River at Norwich, CT. P.O. Box 22, Norwich, CT 06360, (203) 822-8269.

Directory of Clubs

In the interest of assisting those wishing for increased participation in messing about in boats with others, we have set up a directory of clubs involving that sort of boating. What sort of boating? Whatever sort that has brought together people already into some sort of club. You are invited to send us your club's details along the lines of those published herewith. No charge for this, we expect to run the list once a month, every other issue, alternating it with the Directory of Projects. Send your listing to Boats, 29 Burley St., Wenham, MA 01984.

COMMUNITY ROWING

Sliding seat rowing classes on Charles River in Cambridge, MA. P.O. Box 9604, Cambridge, MA 02238.

CONNECTICUT CANOE RACING ASSOCIATION

Canoe racing and cruising on Connecticut rivers. Geoff Latsha, 5 West Granby Rd., Granby, CT 06035.

CONNECTICUT RIVER OAR & PADDLE CLUB

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KAYAK & CANOE CLUB OF NEW YORK

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MERRIMACK RIVER WATERSHED COUNCIL

Promotes environmental awareness of river conditions on the Merrimack River in New Hampshire and Massachusetts. Runs canoeing trips for interested public. 694 Main St., W. Newbury, MA 01985, (617) 363-5777.

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NORTH SHORE ROWING CLUB

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RHODE ISLAND CANOE ASSOCIATION

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RHODES 19 CLASS ASSOCIATION

Promotes racing of the classic Rhodes 19 daysailer nationwide. George Lail, 22 West Shore Dr., Marblehead, MA 01945.

SEBAGO CANOE CLUB

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TRADITIONAL SMALL CRAFT ASSOCIATION

Promotes preservation, enjoyment of traditional small craft types, quarterly newsletter, organized meets. Ralph Notaristefano, 3 Jay Ct., Northport, NY 11768.

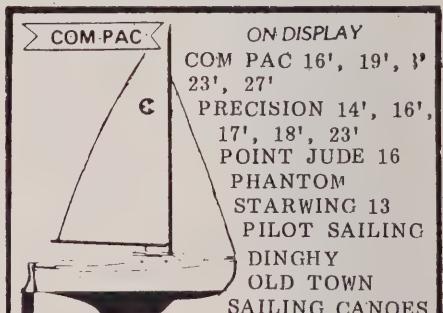
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MINUET

In the April 15th issue was a short review of the Glen L design, TANGO, an 18'6" pocket sailing cruiser. Not as small as Glen can go, though, for now we have MINUET, a 15' pocket sailing cruiser. This design is for the amateur builder served by the many Glen L plans and frame kits, built of plywood sheet over simple sawn frames, using full size patterns. Glen claims, despite the tiny size, good sailing ability for the stiff hard chine hull and a self bailing cockpit even, well above the waterline. 129 square feet of sail give the little cruiser decent performance. The cabin provides a 6'5" double berth, the cockpit seats are also 6'5" long with high coaming backrests and deep storage below providing for the camping gear one would take along on this sort of boat. In addition to the plans, kits of various components are available, hardware, fastenings, rigging, spars, even sails. More details from Glen L Marine Designs, 9152 Rosecrans, Bellflower, CA 90706, (213) 630-6258.

CHARACTERISTICS

Length overall (on deck)	15'-0"
Length overall (with bowsprit)	16'-0"
Length waterline	13'-0"
Beam	6'-6"
Draft (board up)	1'-0"
Draft (board down)	2'-11"
Hull depth	3'-6"
Height (board-up to cabin top)	4'-3"
Displacement (at D.W.L.)	885 lbs.
Hull weight (approx.)	400 lbs.
Centerboard weight ($\frac{1}{4}$ " steel)	120 lbs.
Cabin headroom	37" max.
Cockpit size	6'5" x 5'
Average passengers	2 - 4
Sleeping capacity	2
Sail area: Main	83 sq. ft.
Jib	46 sq. ft.
Total	129 sq. ft.
Hull type:	Vee bottom hard-chine hull developed for sheet plywood planking.
Sail type:	Jib head sloop rig with centerboard.
Power:	Outboard motor on transom bracket to $\frac{1}{2}$ horsepower.
Trailer:	Designed for use with GLEN-L SERIES 1000 boat trailer plans.



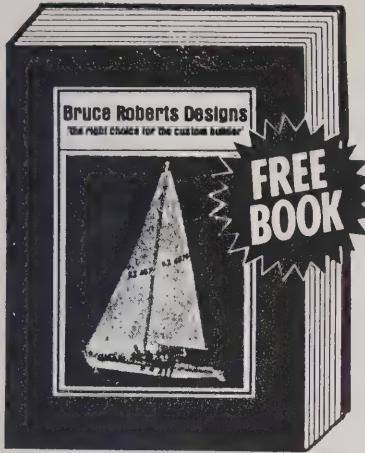
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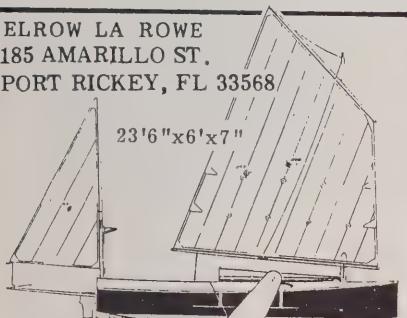
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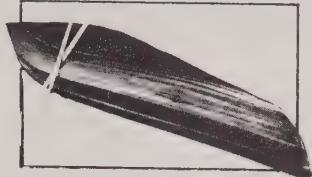
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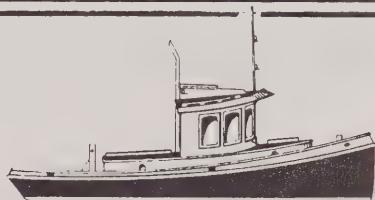


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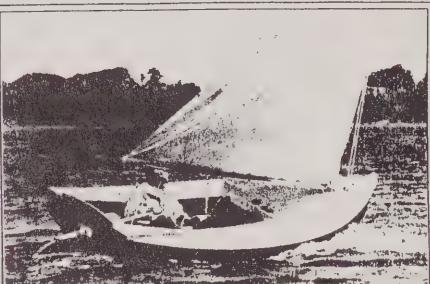
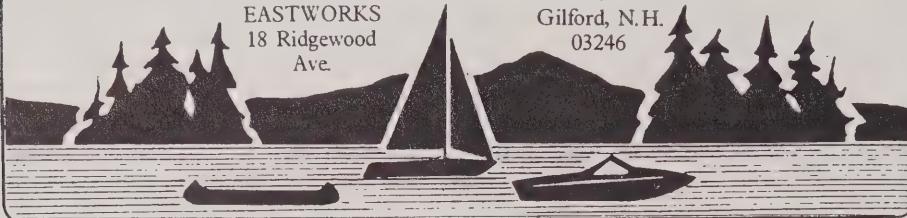
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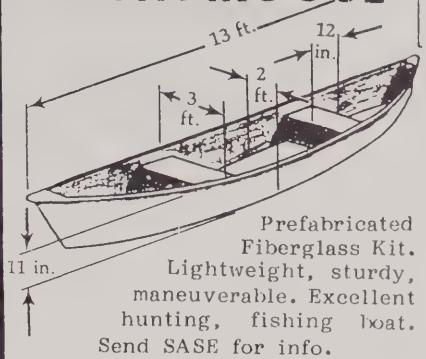
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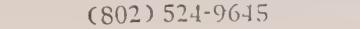
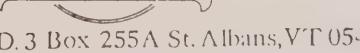
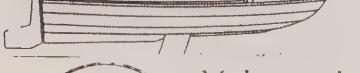
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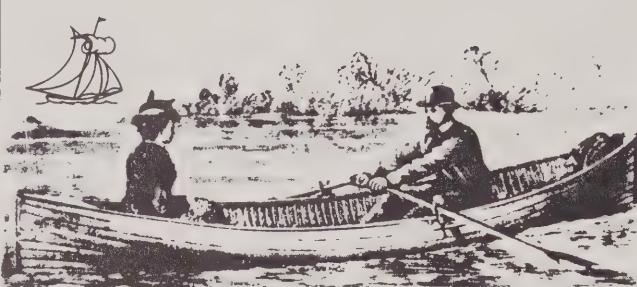
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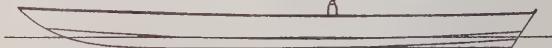
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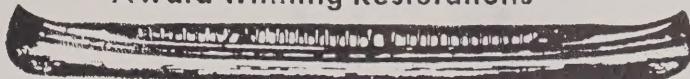
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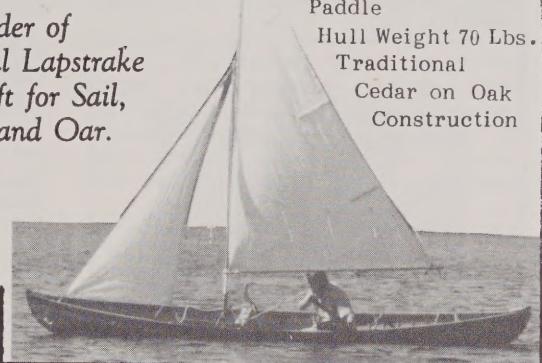
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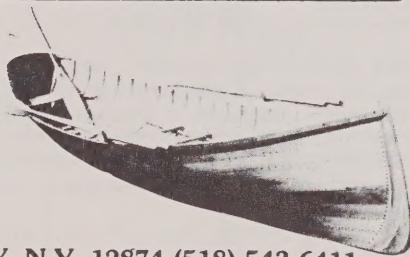


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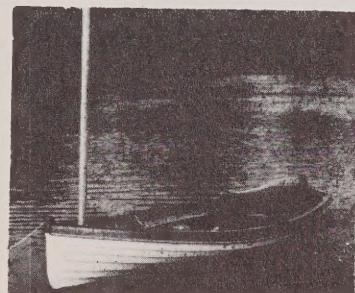
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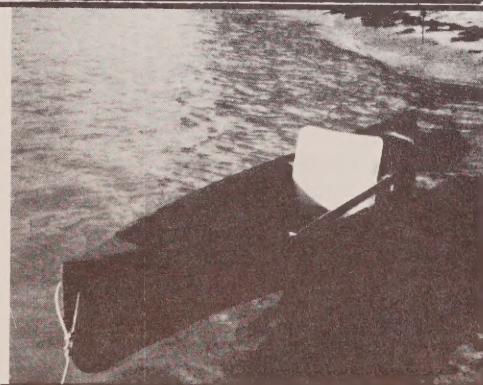
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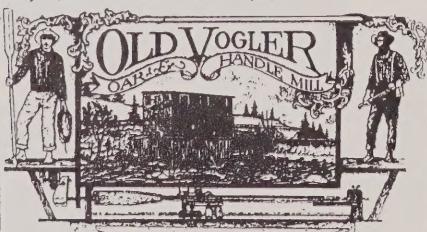
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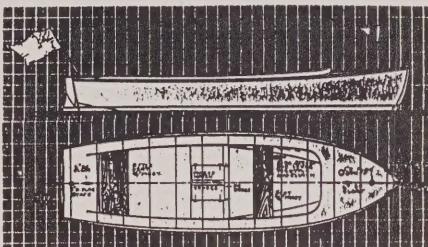


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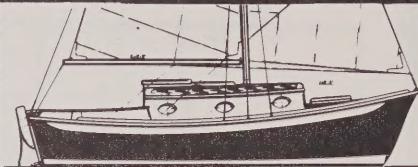
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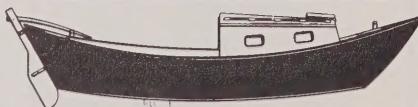
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